

MAIL.


"Hongkong Evening Mail and Shipping List." Published every Evening.

PRICE, \$24 PER ANNUM.

HONGKONG, SATURDAY, MAY 26, 1877.

Shipping.

Shipping.
Sailing Vessels.

FOR NEW YORK.

The **41 American Ship**
"HIGHLANDER,"
HUTCHINSON, Master, will load
here and will have quick de-
parture.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 24, 1877.

FOR SAN FRANCISCO.
The A 1 British Ship
"MADURA,"
STANTON, Master, will load
here and will have immediate
despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 18, 1877.

FOR NEW YORK.
The A 1 American Ship
"THOMAS LORD,"
HALL, Master, will load here
and will have quick despatch.

For freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 26, 1877.

FOR NEW YORK.
The A 1 American Ship
"NEW ERA,"
SAYER, Master, will load here
and will have quick despatches
For freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 27, 1877.

Bankers, Merchants, Professional Me

FOR NEW YORK.
The A 1 American Bark
"ALBERT RUSSELL,"
Captain CARVER, will load here
and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hankow, April 20, 1877.

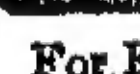
FOR SAN FRANCISCO.
The A 1 American Bark
"ROSETTA McNEIL,"
Brown, Master, will load her
and will have immediate d
catch as above.

on MONDAY, the 28th instant, at noon
The following Bureau apply to

FOR LONDON.
The A 1 British Ship
"LALLA ROOKEH,"
HENDER, Master, will load her

and have quick despatch.
For Freight, apply to
MEYER & Co.
Hongkong, April 28, 1877.

FOR LONDON.
The 4 1 British Clipper Ship
"LEUCADIA,"

 MEANS, master, will load and have quick despatch.

For Freight, apply to
MEYER & Co.
Hoozkong, April 20, 1877.

FOR NEW YORK.
The American Ship
"FLEETWING,"
GUEST, Master, having a
greater portion of her Cargo
engaged, will load here and/or at Shanghai.

NOTICE.

and have quick despatch for the above cargo.
For Freight, apply to
OLIPHANT & Co
Hongkong, May 25, 1877.

FOR MELBOURNE & SYDNEY.
The A 1 British Barque
"NOVELTY,"
Captain COLMIVER, having
greater portion of her Cargo
engaged, will have quick despatch
above.

For Freight or Passage, apply to
ROZARIO & Co
Hongkong, May 10, 1877.

FOR SYDNEY & MELBOURNE.
The A 1 American Barque
"HELENA,"
Captain SNOW, having most
her Cargo engaged, will have
quick despatch as above.

For Freight, apply to
RUSSELL & Co
Hongkong, May 10, 1877.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRE, Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Matsieda, on Goods on board Vessels, and on Mills of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1806.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 28, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1869.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING

RAILROAD COMPANIES

AND

ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on MONDAY, the 28th May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 27th Inst. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 15, 1877. my28



STEAM FOR

Singapore, Penang, Point de Galle,

Aden, Suez, Malta, Brindisi,

Ancona, Venice, Mediter-

ranean Ports, Southampton

and London Direct;

Also,

Bombay, Madras, Calcutta and

Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GALATHEA," Captain J. C. BAKER, will leave this on SATURDAY, the 2nd June, at Noon.

For further Particulars, apply to

A. LIND, Superintendent.

Hongkong, May 23, 1877. j62

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "ALASKA," will be despatched for San Francisco, via Yokohama, on FRIDAY, the 15th June, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan Kaisha Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Praya Central.

RUSSELL & Co., Agents.

Hongkong, May 23, 1877. j615

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 12 to 24 columns of closely

printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$15.50.)

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

To Let.

TO LET.

THE Dwelling House and Office No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LAFAIR & Co. The Dwelling House No. 1, Alexandra Terrace. Possession from the 1st June next.

Apply to DOUGLAS LAFAIR & Co. Hongkong, May 16, 1877.

TO LET.

N. O. 3, PRINCE TERRACE, ELGIN STREET, with Immediate Possession.

Apply to LANE, CRAWFORD & Co. Hongkong, February 7, 1877.

TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KINN. Blamee Villa, Pok-foo-lum, Furnished.

DAVID SASSOON, SONS & Co. Hongkong, February 15, 1877.

TO BE LET.

THE Premises No. 39, Queen's Road, late in the occupation of THE BORNEO COMPANY, LIMITED.

Apply to TURNER & Co. Hongkong, May 10, 1877.

TO LET.

FIRST FLOOR of No. 31, QUEEN'S ROAD CENTRAL. Three Rooms. Over Aikling & Co's Furniture Store. Immediate Possession.

Hongkong, May 8, 1877. H.

Intimations.

AFONG,

PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Radnorshire a supply of very handsome Real Albums of Russia and Velvet Covers, assorted sizes. Illustrated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 28, 1877.

NOW READY.

FENG-SHUI, OR THE FUNDAMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. EITEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. EITEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 31, 1875.

AH YON,

SHIPS' COMPRADORE AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Ohn Heng Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr. Six Chuen Fan, Tung Wen Kwai; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heng Shop, Sin Chooing, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Ohn Cheong Hong, Mook Kak Street.

Foochow.—Mr. Yü Ching Cheong, Foochow Arsenal; Mr. Lum Kwok Ohng, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Ohn Sing Hoi, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kue Shop.

Ningpo.—Mr. Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chong.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Anyus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Sang Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

Intimations.

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,

Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE

Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent "wedges" insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

OHUN AYIN,

Manager.

Hongkong, February 23, 1874.

Now Ready.

"THE CHINA REVIEW."

No. 5, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Chinese Natural Theology. Notes on Chinese Grammar. Deer-Stalking in China (Continued from page 224.)

Chinese Etymology, with a List of Primitive and Key to Shuo-Wan. Brief Sketches from the Life of K'ung-ming. On the Twenty-eight Constellations. Short Notices of New Books and Literary Intelligence.

Chinese Bibliography. Notes and Queries.

The "King Kiao" or Nestorian Religion. The Shan of the King of Chu.

Tonio Sola Notation in China. Rats a Delicacy.

Domestic Torture. Do. Do.

Maop's Fables in Sanskrit and Chinese. Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, May 12, 1877.

WASHING BOOKS.

(In English and Chinese.)

ASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

A NEW STOCK OF

NEAT JOBBING TYPES

HAVING BEEN RECEIVED

FROM ENGLAND,

THIS OFFICE IS PREPARED TO EXECUTE

BOOK & JOB PRINTING

OF EVERY DESCRIPTION

AT REASONABLE RATES.

FANCY BALL PROGRAMMES ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS,

assorted colours.

MENU CARDS,

In Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED

PATTERNS.

For Sale.

AGREEMENTS FOR FOREIGN-GOING SHIPS.

LADY'S AND GENTLEMAN'S WASHING BOOKS.

CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS, POWERS OF ATTORNEY,

CHARTER PARTIES, SHIPPING ORDERS, BILLS OF LADING,

PASSENGER LISTS, BILLS OF SALE, LOG BOOKS,

WILLS, &c., &c., &c.

China Mail Office, 2, Wyndham Street, (Back of Club).

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of Notes & Queries on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or Notes and Queries on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resume in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The China Review for July and August, 1876, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and entertaining Review. It is a sixty-paged, bi-monthly repository of what scholars are ascertaining about China. The lectures on Chinese Poetry in this volume is alone worth the price of the Review. Address: China Review, Hongkong—Northern Christian Advocate (U.S.).

Trübner's Oriental Record contains the following notices of the China Review:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of Notes and Queries on China and Japan, the extinction of which we have much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position; as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs corps, and the missionary body, among whom a high degree of Chinese scholarship is not assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She K'ing*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. O. Bow

Intimations.

NOTICE.

LONDON & ORIENTAL STEAM
TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has
This Day been Transferred to THE
MARINE INSURANCE Co., of 20, OLD
BROAD STREET, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.
137, Leadenhall Street,
LONDON,
1st January, 1877.

THE MARINE INSURANCE Co.
20, Old Broad Street,
LONDON,
1st January, 1877.

ESTABLISHED 1836.
CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £340,000

WITH Reference to the foregoing Adver-
tisement THE MARINE INSUR-
ANCE Co. has This Day taken over the
Business of the LONDON & ORIENTAL
STEAM TRANSIT Co., and has Appointed
Mr A. McIVER as its AGENT in Hong-
kong.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept
Risks and Issue Policies on behalf of the
MARINE INSURANCE Co. by any First Class
Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of
London.

Hongkong, February 16, 1877. au17

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

ROSINA, American 3-m. schooner, Capt.
C. W. Hansen.—Arnhold, Karberg & Co.
ROSETTA, American barque, Captain W. S.
Garriock.—Douglas Lapraik & Co.
TULLOCHGORM, British 3-m. schooner,
Captain Mason.—Wieder & Co.
HANNAH LAW, British ship, Captain R.
Greig.—P. & O. S. N. Co.
VISTA, German barque, Captain R.
Dirks.—Melchers & Co.
HANNAH & MARY, British barque, Capt.
A. Smith.—Order.
TWEEDBURY L. SWEAT, American barque,
Captain Wm. Griffin.—Meyer & Co.

Notices to Consignees.

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. KASHGAR.

CONSIGNEES of Cargo by the above-
named Vessel, from Bombay and
Intermediate Ports, and in connection with
the BOKHARA and PHIBET from Lon-
don, and PESHAWUR from Calcutta,
are hereby notified that their Goods are
being landed and stored at their risk in the
Company's Godowns, at West Point, whence
delivery can be obtained from this date.
Goods not delivered by the 26th instant
will be subject to rent.
Optional Cargo for Shanghai will be for-
warded on by following Steamer unless
applied for by the Consignees before Noon
To-morrow.

ADAM LIND,
Superintendent.

Hongkong, May 20, 1877. my27

NOTICE TO CONSIGNEES.

THE BRITISH SHIP CARRICKS,
FROM LONDON.

CONSIGNEES of Cargo by the above-
named Vessel are requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take imme-
diate delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

MEYER & Co.

Hongkong, May 10, 1877.

BARQUE HOPE, FROM LONDON.

THIS Vessel having arrived, Consignees
of Cargo are requested to send in their
Bills of Lading to the Undersigned for
countersignature, and to take immediate
delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, May 20, 1877.

BARQUE CHINAMAN, FROM LONDON.

THIS Vessel having arrived, Consignees
of Cargo are requested to send in their
Bills of Lading to the Undersigned for
countersignature, and to take immediate
delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, May 21, 1877.

CONSIGNEES of Cargo per German
Barque CAURA, Thiergen, Master,
from HAMBURG, are requested to take
immediate delivery of their Goods from
alongside.

Cargo impeding the discharge will be
landed and stored at Consignees' risk and
expense.
Bills of Lading will be countersigned by
Wm. FUSTAU & Co.,
Agents.

Hongkong, May 22, 1877.

Notices to Consignees.

NOTICE TO CONSIGNEES.

GERMAN BARQUE IRIS, FROM
HAMBURG.

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send
in their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, May 19, 1877.

To-day's Advertisements.

FROM LONDON, PENANG AND
SINGAPORE.

THE S. S. Elgin, having arrived from
the above Ports, Consignees of Goods
by her are hereby informed that their Cargo
is being landed at their risk by the Undersigned
as a stored in their Godowns, whence
and/or from the Wharf or Boats delivery
may be obtained.
Optional Cargo will be sent on to Japan
unless notice to the contrary is given before
2 p.m. To-day.

Goods remaining undelivered after the
2nd Proximo will be subject to rent.
No fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, May 26, 1877. je2

NOTICE TO CONSIGNEES.

THE BRITISH SHIP WESTERN

CHIEF, FROM LONDON.

CONSIGNEES of Cargo by the above-
named Vessel are requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

MEYER & Co.,
Agents.

Hongkong, May 26, 1877. je2

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE-FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILIA, PORT SAID, NAPLES,
AND MARSEILLES;

Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON SATURDAY, the 9th June,
1877, at Noon, the Company's
S. S. AVA, Commandant HERNANDEZ,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.
Shipping orders will be granted till noon.
Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m.
on the 8th June, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

H. DU POUY,
Agent.

Hongkong, May 26, 1877. je3

DENTAL NOTICE.

ON and after the 28th of May, Dr.
STOUTS Consulting and Operating
ROOMS will be on the Ground Floor of
the HOTEL DE L'UNIVERS.
Hongkong, May 26, 1877.

A THOROUGH CORRESPONDENT
AND ARITHMETICIAN Desires an
ENGAGEMENT.
"Activity," care of this Office.
Hongkong, May 26, 1877.

SHIPPING.

ARRIVALS.

May 25, Capilla, Swedish barque, 307,
M. A. Andersen, Swatow May 24, Ballast.
—OR—
May 25, Yesso, British steamer, 550,
S. Ashton, Foochow May 23, Amoy 24, and
Swatow 25, General.—DOUGLAS LAPRAIK
& Co.
May 26, Western Chief, British ship, 750,
Hewer, London Nov. 26, and Dover Dec.
16, General.—MEYER & Co.
May 26, Emerald, British steamer, 395,
E. Theband, Amoy May 24, General.—
A. McG. HEATON.
May 26, Taiwan, British steamer, 408,
M. Young, Tamsui May 23, and Amoy 25,
General.—DOUGLAS LAPRAIK & Co.
May 26, Amoy, British steamer, 814,
Drews, from Shanghai, General.—SLEW-
SEN & Co.

DEPARTURES.

May 26, America, for Cebu.
26, Emerald (barque), for Manila.
26, Bonita, for Haiphong.
26, Morning Star, for Shanghai.
26, Fuyeu, for Shanghai.
26, Meikong, for Marseilles, &c.
26, Namoi, for Coast Ports.
26, Alphonso, for Tournon.
26, Onward, for Newchwang.
26, Nyassa, for London.
26, Tejo, Fortu, gunboat, for Macao.
26, R.M.S. Macao, for Macao.
26, W. H. Deila, for San Francisco.

Montgomeryshire, for Saigon.
Villa de Rivas, for Manila.
Pintado, for Saigon.

PASSENGERS.

ARRIVED.

Per Yesso, from Coast Ports, Mr H. R.
Kinross.
Per Taiwan, from Amoy, Mr E. Pye, and
2 Chinese deck.
Per Emerald, from Amoy, 145 Chinese
deck.

Per Montgomeryshire, for Saigon.
Villa de Rivas, for Manila.
Pintado, for Saigon.

PASSENGERS.

ARRIVED.

Per Yesso, from Coast Ports, Mr H. R.
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Per Taiwan, from Amoy, Mr E. Pye, and
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2 Chinese deck.
Per Emerald, from Amoy, 145 Chinese
deck.

PASSENGERS.

DEPARTED.

Per Meikong, for Saigon, Mr Benoit;
Singapore, Mr T. T. Riechmann; for Cal-
cutta, Mr Sheppard; for Marseilles, Messrs
Pichon, W. A. Smith, Kinross, du Mor-
tier, August Hilly, Roeburn, Roanok,
Byrna, and Vallon.—From Shanghai: for
Marseilles, Mr O. M. Matzen.—From Yoko-
hama: for Marseilles, Mr Piquet, and Mrs
Begnese; for Batavia, Mrs Wachtels and
4 children; for Saigon, Mrs Jau, Messrs
Monot, Courah, and Sokitehl.

Per Namoi, for Coast Ports, 4 Euro-
peans, and 100 Chinese.
Per Bonita, for Haiphong, 18 Chinese.
Per Fuyeu, for Shanghai, 80 Chinese.
Per Alphonso, for Tournon, 2 Chinese.
Per Onward, for Newchwang, 2 Chinese.
Per W. H. Deila, for San Francisco, 230
Chinese.

TO DEPART.

Per Montgomeryshire, for Saigon, 30
Chinese.
Per Pintado, for Saigon, 100 Chinese.

THE Swedish barque Capilla reports:
Had strong E.N.E. winds throughout.
The British ship Western Chief reports:
Had very heavy weather first part of
passage until getting the N.E. trades.
After which mostly light winds and fine
weather.

The British steamer Emerald reports:
Moderate N.E. winds and fine weather
throughout.

The British steamer Taiwan reports:
First part light unsteady winds and rain,
later part strong N.E. winds and cloudy.
In Amoy: H. M. G. b. Hornet, Mrs. Pearl,
Hollywood, Hwai Yuen, and Ajax.

The British steamer Yesso reports:
Foolish to Amoy, heavy weather with light
variable airs and rain throughout. Amoy
to Swatow, fine clear weather with moder-
ate N.E. wind. Swatow to Hongkong,
cloudy weather with light Easterly winds.

In Koochow: S. S. Glenearr, Glenfinla,
Penguin, Fleur de Cade, Decolion, Olympia,
Han Kwang, and H. M. gunboat Mosquito.
In Amoy: S. S. Taiwan, Emerald, Fern-
tor, Ajax, Viking, Hollywood, and H. M.
gunboat Hornet. In Swatow: S. S. Tien-
tsin, Norma, and Hochung. On the 22nd,
S. S. Han Kwang arrived at Pagoda An-
chorage. Foochow, from Shanghai with
O. M. Co.'s bulk in tow. On the 23rd,
S. S. Killarney, and on the 24th S. S.
Douglas left Amoy for Foochow. On the
24th, passed a steamer bound into Amoy,
supposed to be the S. S. Pearl. On the
25th, passed an English gunboat off Cape
of Good Hope bound into Swatow.

MAILS will close:—
For SAIGON.—
Per FLINTSHIRE, at 9 a.m., on Sun-
day, the 27th inst.

For MANILA.—
Per EMERALDA, at 11.30 a.m., on
Monday, the 28th inst.

For STRAITS SETTLEMENTS.—
Per DEUCALION, at 5 p.m., on Mon-
day, the 28th inst.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet OCEANIC
will be despatched on MONDAY,
the 28th instant, with Mails for
Japan, San Francisco, and the
United States, which will be closed
as follows:—
2 p.m. Registry of Letters ceases.
2.30 p.m. Post-Office closes.
2.30 p.m. Correspondence for Japan or the
United States only may be
posted on board the Packet
with Late Fee of 12 cents
extra Postage until
2.50 p.m. when the Mail is finally closed.
Correspondence must be specially directed
for this route, and if not fully prepaid
will be sent by British Packet.

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet GWALIOR
will be despatched with the Mails
for Europe, &c., on SATURDAY, the
2nd June.

The following will be the hours of closing
the Mails, &c.:—
Friday, 1st June.
5 p.m. Money Order Office closes.
6 p.m. Post-Office closes except the NIGHT
Box, which remains open all night.

Saturday, 2nd June.
7 a.m. Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.
10 a.m. Post Office closes except for Late
Letters. Registry of Letters ceases.
10.15 a.m. Letters may be posted with
LATE Fee of 18 cents extra
Postage till
11 a.m., when the Post Office Closes
entirely.

11.30 a.m. Letters (but Letters only
addressed to the United Kingdom
Via Brindisi or to Singapore, may
be posted on board the Packet with
Late Fee of 48 cents extra postage,
till
11.50 a.m., when the Mail is finally
closed.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet AVA,
will be despatched from Hongkong
on SATURDAY, the 9th June,
with Mails to and through the
United Kingdom and Europe, via
Marseilles; to Saigon, Singapore,
Batavia, Galle, Australia, New Zea-
land, Tasmania, Fiji, Aden, Sey-
celles, London, Mauritius, Suez,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Anconson.

Letters may also be forwarded to INDIA
by this Packet.
The following will be the hours of closing
the Mails, &c.:—
Friday, June 8th.
5 p.m. Money Order Office closes. Post
Office closes except the NIGHT Box,
which remains open all night.

Saturday, June 9th.
7 a.m. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.
10 a.m. Registry of Letters ceases.
10.15 a.m. Post Office closes except for Late
Letters.

11.10 a.m. Letters (but Letters only)
except those to and through Aus-
tralia, may be posted on payment
of a Late Fee of 18 cents extra
postage, until
11.30 a.m., when the Post Office Closes
entirely.

Hongkong, May 26, 1877. je3

CARGO.

Per S. S. Meikong, for Continent, 53
bales Silk, 3 bales Waste Silk, 16 cases
Silk, 20 chests and 265 boxes Tea, and 734
pkgs. Sundries. For London, 143 bales
Silk, 33 cases Silk, 971 bags Sugar, 18,390
boxes Tea, 3 cases Treasure (\$27,000), 2
cases Treasure (Fla. 28,800), and 274 pkgs.
Sundries.

General Memoranda.

WEDNESDAY, May 30:—
Noon.—Sale of Hulk Chase, &c., on
board, off Stone Cutters' Island.
Noon.—Sale of Goodwill of the late firm
of Broadbear, Anthony & Co.

THURSDAY, May 31:—
5 p.m.—Meeting of the Victoria Recrea-
tion Club at the Club House.

FRIDAY, June 1:—
Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

SATURDAY, June 2:—
Noon.—English Mail leaves for Ports
of Call and Europe.
Goods per Elgin undelivered after this
date subject to rent.

SATURDAY, June 9:—
Noon.—French Mail leaves for Ports of
Call and Europe.

MONDAY, June 11:—
2 p.m.—Sale of Goodwill, Furniture,
Fixtures, Liquors, &c., of the "Star
Tavern."

FRIDAY, June 15:—
3 p.m.—American Mail leaves for Yoko-
hama and San Francisco.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.

ST. JOHN'S CATHEDRAL.—The Right
Reverend Bishop Burdon; The Rev. E.
Davies; Acting Colonial Chaplain. At
11 a.m., Morning Prayer, &c. At 4 p.m.,
Evening Prayer and Sermon.

Military Service.—At 8 a.m., Morning
Prayer, &c.

UNION CHURCH.—Minister, Rev. James
Lamont. Morning Service, at 11 a.m.
Afternoon, 6 p.m.

ST. PETER'S SEAMEN'S CHURCH.—Rev.
J. Henderson. Service at 6 p.m., every
Sunday. All seats free. Morning Prayer
and Communion on the First Sunday in
each month at 11 a.m.

ST. STEPHEN'S MISSION CHURCH.—Rev.
A. B. Hutchinson, and Rev. Lo Sam
Yuen. (All Services in Chinese.) Morn-
ing Prayer:—Liturgy, Ante-Communion,
and Sermon, at 11 a.m. Bible Class, at 3
p.m. Preaching, at 6.30 p.m. Holy Com-
munion, 1st Sunday in Chinese month.

MEMOS. FOR MONDAY.

Shipping.

Noon.—Emerald leaves for Manila.
3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

4 p.m.—Benary leaves for Foochow
(direct.)

Auction.

2 p.m.—Sale of Household Furniture, at
Dr. Stout's residence, No. 1, Alexandra
Terrace.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF

DRUGGISTS' SUNDRIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla,
Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.25 p.m.

BIRTH.

May 18th, at Shamrock Lodge, Swatow,
the Wife of C. HENRY LLOYD, Esq., Super-
intendent and Administrator of Pankora
and Dindings, of a Son.

THE CHINA MAIL.

HONGKONG, SATURDAY, MAY 26, 1877.

In the trial of a small cause, which was
heard recently in the Supreme Court
between a mistress and servant, Sir John
Smale made some remarks which have
not only attracted the attention of all
householders but have undoubtedly
tended to spread the fame of the learned
Chief Justice to every hearth and home
in Hongkong. In thus extending his fame
his Lordship made no wonderful display
of legal learning, exhibited no unusual
amount of shrewdness or common sense,
and did not even indulge to any great
extent in the pithy and forcible language
for which at times he is celebrated. But
the worthy judge achieved his success by
essaying to sit in judgment upon nearly
every lady who tries to rule her house-
hold in this Colony, and, metaphorically,
with his eye on every Hongkong kitchen,
indirectly convicting the employers of
domestic servants of carrying on a system
which he roundly characterised as "not
honest." The system alluded to is popu-

larly known as that of "cuttee wages,"
and it is one which, in our humble
opinion, though liable to abuse, has
worked and is working admirably because
of its applicability to the circumstances
of the Colony. We have seen and known
many cases where employers have even
been solicited by their servants to
"cuttee" their wages as the most fair
and reasonable mode of smoothing over
a difficulty; and when it is borne in
mind that, scolding being generally use-
less, this recognised power to stop small
sums from wages is not seldom the only
alternative for dismissal or a Police
Magistrate's sentence, the reasonableness
and fitness of this semi-domestic arrange-
ment will be more apparent. With the
utmost respect for Sir John Smale's
motives and conduct in greater and more
important matters, we think he is clearly
out of his element when he attempts to
deal with the exact ethical value of
domestic transactions of this kind. We
are likewise inclined to take issue with
his Lordship when he says that such a
notion as "I'll cut your wages" is no
more thought of in England than to fly.
It may be a notion seldom entertained in
the law Courts at home, but that it is a
practice not unfrequently acted upon
by housekeepers in England is quite
certain. Be this as it may, however,
it does not follow that we in Hong-
kong are bound to adhere to the custom
in England in every little particular
of the great mass of unwritten law;
and the maintenance of satisfactory re-
lations between mistress and servant
seems to us to demand that this pecu-
liarity of household management be upheld
and sustained, instead of being denounced,
by those in authority over us. The sum
out for any given instance of negligence
is not supposed to be an assessment of
the damage done, but a punishment for past
and present carelessness; and if Sir
John reminds us of the wife, saying that
no one has the right to take the law in
his or her own hands, we must reply by
affirming that so long as our servants
remain as they are, so long will such a
check as we allude to be necessary. Be-
sides, it is a question whether there is
any law, written or unwritten, that can
interfere with an amicable arrangement
between master and servant to "cut"
and "be cut" in this way.

"WAIFS AND STRAYS FROM
THE FAR EAST."

It is now several weeks since we
received Mr Balfour's book, but hitherto
we have not had a convenient opportu-
nity for noticing it. The delay, how-
ever, has not been without advantage
from one point of view, inasmuch as it
has enabled us to see the reception
accorded to the "Waifs and Strays" by
the Home and Colonial press generally.
On all sides they appear to have met with
an exceptionally favourable reception. So
far as our observation extends the most
unfavourable criticism of the work that
has appeared came from the hands of the
author himself. We cannot say, by the
way, that we approve of an author
criticising his own performances. The
essence of criticism is to get outside and
independent opinions of anything. A
man with a limited amount of in-
formation and brain power may write
a very able and perfect disquisition,
so far as his ideas of it are concern-
ed, on any given subject, but, sub-
mitted to a man of greater informa-
tion

the high-	Ghiohotay.	Albany.
old on the	Ambato.	Altona.
	Giangyie.	Gordon C.
		<i>Sailing Vessels.</i>
se: "If you	Duke-of Abercorn.	Abbey C.
of the culin-	James Shepherd.	Melbrook.
ner of the	Kate Carnie.	Ferdinand
place their		<i>At Liverpool.</i>
	Digmed (str.)	Titan.

Portfolio.

AN ANSWER.

You ask me, wondering why I sing,
And why my lips in laughter part;
The ripples of my mirth all spring
From the deep sorrow at my heart.
A smile is easier than a tear
That serves to keep sad memories green,
And always through what I hear
The echoes of what might have been.
—Temple Bar.

IN THE CATHEDRAL CLOSE.

In the Dean's porch a nest of clay
With five small tenants may be seen,
Five solemn faces, each as wise
As though its owner were a dean;
Five downy fledglings in a row,
Packed close, as in an antique pew,
The school-girls are, whose forehead clear
At the *Penite* shine on you.
Day after day the swallows sit
With scarce a stir, with scarce a sound,
But dreaming and digesting much,
They grow thus wise and soft and round.
They watch the Canons come to dine,
And hear the mullion-bars across,
Over the fragrant fruit and wine,
Deep talk about the veredoes.

Her hands with field-flowers drench'd, a child
Leaps past in wind-blown dress and hair,
The swallows turn their heads askew,
Five judges deem that she is fair.
Pensive touches sound within,
Straightway they recognise the sign,
And, blandly nodding, they approve
The minut of Robenstein.

Ah! downy young ones, soft and warm,
Doth such a stillness mask from sight
Such swiftness? Can such peace conceal
Passion and ecstasy of flight?

Yet somewhere 'mid your Eastern suns,
Under a white Greek architrave
At noon, or when the shaft of fire
Lies large upon the Indian wave,

A sense of something dear gone-by
Will stir, strange longings thrill the heart
For a small world embowered and close,
Of which you some time were a part.
—Edward Dowden.

CHINESE MAXIMS.

It is the rich who want most things.
Towers are measured by their shadow,
And great men by those who are envious of them.

We must do quickly what there is no
hurry for, to be able to do slowly what
demands haste.

He who wishes to secure the good of
others, has already secured his own.

The court is like the sea—everything
depends on the wind.

What a pleasure it is to give! There
would be no rich people if they were capable
of feeling this.

The rich find relations in the most remote
foreign countries; the poor not even in the
bosom of their families.

Who is the greatest liar? He who speaks
most of himself.

When a song gives much fame, virtue
gives very little.

For him who does everything in its
proper time, one day is worth three.

The way to glory is through the palace;
to fortune through the market; to virtue
through the desert.

The truths that we least wish to hear are
those which it is most to our advantage
to know.—*Kwai New Yorker.*

A FATAL HABIT.

Irresolution is a fatal habit; it is not
vicious in itself, but it leads to vice, creep-
ing upon its victims with a fatal facility,
the penalty of which many a fine heart has
paid at the scaffold. The idler, the spend-
thrift, the epicurean, and the drunkard, are
among its victims. Perhaps in the latter its
effects appear in the most hideous form. He
knows that the goblet which he is about to
drink is poison; yet he swallows it. He
knows, for the example of thousands has
pointed it in glaring colors, that it will
deadly all his faculties, take the strength
from his limbs and happiness from his heart,
oppress him with disease and hurry his pro-
gress to a dishonored grave, yet he drains it.

MAKING CALLS.

There are certain preliminaries necessary
to calling, with which all ladies are familiar
of course, not the least of which is the
making of an elaborate toilet. Where you
are intimate, or where the people are very
informal, or where you have a recognized
position as an unconventional and rather
eccentric person, you may venture to stop at
your friend's house, in your ordinary go-to-
market dress, or to run in with your hands
full of parcels, on your way home from a
shopping expedition. But this has the air
of making a convenience of your friend, and
rather takes away from the pleasure of your
call. A call is like a frosted cake—it is
prettier for a touch of icing—a little sugared
ceremony which melts in your mouth, and
adds sweetness to the plums. Many ladies
do not feel at all complimented when, on
descending to receive a guest who has sent
up her card, and has arrived at an hour
when the ordinary business of the day is
supposed to be well over, they find the sofa
and the table littered with bundles in brown
paper, which their visitor has laid aside.
"I had some errands to do, and as I passed
the house, I thought I would call and see
how you all were," has about it an air of
killing two birds with one stone, that is not
agreeable to the second bird.

One of the vexations, however, about
calling is what may be styled the reverse
side of this picture. It is rather provoking
when you are seated in all your glory in
your friend's drawing-room, to hear her
lying about over your head with rapid and
nervous steps, and to know, by the opening
and shutting of drawers, the closing of doors,
and the various muffled sounds that come
through the register or down the stairway,
that she is preparing to astonish you by her
grandeur. You are in a mood to count
moments precious, and a half hour taken out
of your afternoon is an injury and an in-
justice, about which you cannot say a word.
Invariably your hostess apologizes with
great sauity and sweetness for having
allowed you to wait.

Another thing, if callers come, as they
sometimes do, at very inopportune moments,
why should there be any offence taken or
implied by a request to be excused? Yet
somebody must people feel, if this message is
brought them, much as if they had had a
dash of cold water upon their faces, and

leave with the mental resolution never again
to go near "that house," or, at least, not in
a long time. "If a person has taken the
trouble to come and see you, the least you
can do is to see her," says a friend whose
opinion I respect. "In cases of sickness, of course no one is
offended if possessed of any sense, at a request to
be excused; and it is a suggestion whether
any one ever ought to be. The excuse
however, that sounds soft and reasonable on
the lady's lip sometimes grows hard, and
crisp in transit, and by the time the domestic
repeats it, it hits you like a ball. A little
pencilled word of regret, or a momentary
appearance, if you can do no more, would
save the danger of misunderstanding or
wounded pride.—*Margaret E. Sangster.*

THE GREAT WALKING MATCH.

On April 7, the great walking match be-
tween O'Leary and Weston, which com-
menced at the Agricultural Hall a few
minutes past midnight on April 2, was
brought to a conclusion.

By a little before nine o'clock on Sat-
urday night, Sir John Astley, Weston's
backer, feeling that all chance was gone,
O'Leary leading by nearly 15 miles at the
time, declared O'Leary to have fairly won.
Weston, however, continued to walk on at
intervals, and completed 510 miles before
retiring, while O'Leary, who wanted but
one lap to complete his 520 miles, walked
slowly round the track at ten minutes be-
fore eleven o'clock, accompanied, with the
permission of the judges, by two of his
friends, thus completing this astonishing
distance, and winning the match by 10
miles.

The result of the first day's walk was—
O'Leary 113 miles, and Weston 116. The
second day, however, owing to O'Leary
taking less rest than his opponent, resulted
in O'Leary at midnight having walked 208
miles, while Weston had only finish-
ed 194. At the end of the third day
O'Leary had walked 294 miles 723 yards,
and Weston 274 miles, all but 100 yards.
At the end of the fourth day O'Leary had
gone 370 miles, and Weston 353. By five
minutes past midnight on Saturday morn-
ing, or at the end of the fifth day, the two
men had walked—O'Leary 453 miles, and
Weston 439. O'Leary thus leading by 14
miles. Weston, who had retired for rest
shortly before midnight, soon re-appeared,
and at eight minutes past one o'clock a.m.
recommenced his walk wrapped in a thick
coat. His pace, however, was but slow, so
shortly after two o'clock he again retired
for a second rest of 1 h. 37 min. 24 sec.
On the other hand, with one or two short
rests of a few minutes only, O'Leary con-
tinued walking on after midnight till thirty-
two minutes past five o'clock in the morn-
ing, by which time he had walked 474
miles, when he retired for a good rest of
3 h. 9 min. 11 sec. Weston, after his
second rest of over an hour, returned and
went on without stopping, till by eight
o'clock a.m. he had nearly finished 457
miles, O'Leary thus leading at that hour by
17 miles. As the day advanced the inter-
est increased; and as hour after hour
passed by and midnight was approaching,
Weston, despite his utmost efforts, failed
to materially decrease his opponent's lead.

By one o'clock in the afternoon the hall
began to fill, and at that hour O'Leary had
finished 492 miles to Weston's 477, the
former's lead being still one of 15 miles. It
now became apparent to Weston's friends
that his only chance was the sudden collapse
or break-down of his opponent. Still
Weston plodded manfully on, till, by forty-
five minutes past one, he was obliged to
retire for another rest, having by that time
finished 477 miles 6 laps. Weston was
away on his last rest exactly 1 h. 27 min.
48 sec., returning to the track at 37 min.
33 sec. past two o'clock, shortly after which
the scoring-board announced the fact that
O'Leary had finished his 520 miles—the
time of the day being 49 min. 20 sec. past
two o'clock. Consequently the time occupied
in walking this distance was 134 hours 43
min. 20 sec., as O'Leary started at six
minutes past midnight. As the scoring-
board was turned slowly round a shout
went up from the hall that surpassed any
that has been heard during the present
match, while many of those inside the
enclosure ran round with O'Leary, waving
their hats and handkerchiefs.

By three o'clock O'Leary had finished 501
miles and Weston 478 all but a couple of
hundred yards, O'Leary's lead being 23
miles. At four o'clock O'Leary had finished
503 miles 34 laps, but for the last hour he
had been looking very queer, and at five
minutes before 1 o'clock he retired,
seeming very shaky, as he reeled off the
track into the arms of his attendants. This
was, perhaps, the most exciting moment in
the whole match. Everything, of course,
depended on O'Leary's re-appearance, and
a dense throng gathered outside the door
through which he was expected to return.
Nor had his friends to wait long, as, after
a short rest of 35 minutes, another ringing
shout announced O'Leary's return, Weston
having completed 485 miles, O'Leary's lead
thus being 18 miles. From this point both
men went on till nine o'clock, at which
hour O'Leary had finished 519 miles to
Weston's 505 miles. It was evident that
the match was now over. O'Leary
been pressed he could undoubtedly have
finished 530 instead of 520 miles, and, as
has been said, Weston's backer wisely and
humanely declared the match over. The
hall, however, was thronged by a dense
mob, calculated at 35,000 persons. Weston,
who was still, comparatively speaking,
fresh, continued on, doing his best to amuse
those present by his harmless tricks, which
seem to have excited so much hostility in
some persons against him. At one time he
spurred round the hall to a lively tune;
and he dragged a heavy iron roller
round the track, and indeed seemed so fresh
and strong that it is a great question
whether he was judicious in allowing him-
self to be so long in the hall each day during
the early part of the match.

At eleven o'clock Weston, having finished
his 510 miles, suddenly left the track and
did not re-appear. O'Leary shortly after-
wards having finished his 520 miles came in
front of the judge's stand and made a short
speech, in which he first thanked those pre-
sent for the perfect fairness and impartiality
that had been shown, and afterwards said
that he also thanked Mr Weston (his late
opponent) for having known his own powers.
It was now past eleven o'clock, and still a
dense throng stood round the judge's stand
shouting for Weston, whose customary
speech they had evidently looked forward
to. Seeing all was vain, the next cry
was Capt. Webb, who at length, finding
the mob were not to be denied, mounted
on the table, and after silence was with
difficulty obtained spoke as follows:—
Gentlemen, I am much obliged to you

calling for me. I can only say in reference
to the recent match that I have been here
every night all night long, and I can guar-
antee that each man has walked every inch
of the way; but, as they have both gone to
bed, I hope you will all go home as quietly
and as quietly as possible. This had the
desired effect, and at length the densely-
crowded hall was emptied.

Weston on Sunday morning was as well
as ever, and went out for a walk as if
nothing had happened. O'Leary, however,
was obliged to keep to the sofa—one foot
being badly blistered on the heel, where a
little matter had collected; while the other
foot had a bad corn, or rather patch of hard
skin, which was gradually reduced by the
application of sand-paper. Crossland, who
is generally considered the best English
pedestrian, has issued a challenge to walk
O'Leary a six days' match for £1,000 a
side. Should a date not much later than
White-tide be fixed, O'Leary will probably
accept the challenge.

MARRIAGES AT SEA.

(Shipping and Mercantile Gazette.)

On the 22d of November, 1875, in reply
to certain questions put by Correspondents
as to the legality of marriages performed
on board Merchant ships, we discussed the
whole subject of such marriages at some
length, and traced the law relating to it
from the time of George II. to the present
day as it stands upon the Statute Book.
The conclusion at which we arrived was
that, although there did not appear to be
any direct legal sanction for the per-
formance of marriages on board ship by the
Masters of Merchant vessels, there was no
statutable prohibition of such marriages,
which, it is well known, are of frequent
occurrence, and are regularly recorded in
official logs, in accordance with the pro-
visions of the Merchant Shipping Act,
1854, and are as regularly entered amongst
the returns of the Registrar-General. The
subject, as we pointed out at the time, is
one of great interest and importance.

Many of these marriages take place on
board emigrant ships. The persons who
contract them are frequently successful,
and occasionally amass large fortunes.
If there is any doubt of the legality of
these marriages, and that the issue are
incapable of inheriting in the event of
intestacy, the matter assumes a very
serious aspect, and we have already
observed, "the public have been misled
inexcessively permitted for a series of years
to act on the belief that marriages per-
formed at sea by Masters of Merchant ships
are legal and binding." Moreover, the
Master of a Merchant vessel, and more
particularly of an emigrant ship, is liable
at any time to be placed in a false position—
to be asked to perform an act which he
believes he can perform under the sanction
of law, but which afterwards may be
questioned, and the consequences of which,
should a Court decide against the validity
of such a marriage, might be most lament-
able. Since we initiated the discussion on
this matter, a good deal has been said upon
it, and as marriages have been occasionally
performed on board Her Majesty's ships on
foreign stations, and the competency of the
Commanders of our ships of war to celebrate
such marriages has been doubted, the
whole subject has assumed the importance
of a public question, which claims the
attention of the Legislature. It has been
suggested by Dr Travers Twiss, in the
Nautical Magazine for this month, that the
present opportunity should be taken when
there is a strong legal element in the
Upper House to introduce a Bill there,
in which a provision should be inserted
having a retrospective operation which
should remove all doubts as to the validity
of marriages heretofore solemnised or
contracted *per verba de presenti* on board
British vessels on the high seas; and also
that for the future marriages performed on
board Her Majesty's ships on foreign
stations should be placed on the same
footing of undoubted validity as marriages
within the lines of a British army abroad.
The suggestions are good, and we trust
they may be adopted. If a Registrar
of births, deaths and marriages, or a
Consular official may solemnise a marriage
between British subjects which shall be
valid in law; if a Chaplain or "other
person acting by authority" may perform
marriages within the lines of a British army
abroad; if the Legislature has recognised
the validity of marriages performed in
Scotland *per verba de presenti*, coupled with
repute and cohabitation, it is but a very
short step further to pronounce con-
clusively upon the validity of marriages
performed by Masters of Merchant vessels
on the high seas. It is a subject on which
there should be no doubt whatever. The
law as it stands upon the Statute Book,
and more particularly the law which makes
it imperative upon the Master of a Mer-
chant vessel to record and report all
marriages which take place on board the
ship under his command, is not only liable
to misinterpretation, but is calculated very
seriously to mislead. It should, therefore,
be amended, and an amendment to the
extent suggested by Dr Twiss, is in the
highest degree necessary and desirable.

In 1875 the Lords of the Admiralty, after
taking the opinion of the Law Officers as
to the validity of marriages performed on
board Her Majesty's ships on foreign
stations by the Commanding Officers, pro-
hibited the solemnisation of such mar-
riages, stating as the reason for the pro-
hibition that these marriages had been
pronounced by the Law Officers to be
invalid. By an Official Notice issued by
the Board of Trade in February last, and
which has recently appeared in these
columns, Masters of Merchant vessels are
informed that they have no power to per-
form the marriage ceremony on board their
ships, and that marriages so performed by
them are illegal. Whether the opinions on
which the Admiralty Circular and this
Official Notice are founded be right or
wrong, it is of the utmost consequence that
the doubt which has been suggested should
be laid at rest, and this can only be done
by legislative enactment. It is not neces-
sary to follow Dr Twiss through the legal
portion of his argument, interesting though
it is. He is apparently by no means con-
vinced of the invalidity of marriages per-
formed on board Merchant ships on the
high seas; by the Commanders of those
vessels; but he very clearly sees the neces-
sity for Parliamentary sanction. So do
we. Marriages on board Merchant ships
[we wrote in 1875] take place to the extent
of some fifteen to thirty annually. They
are clearly recognised by the Merchant
Shipping Act, and are duly registered in
the office of the Registrar-General, and if
there should be any doubt of their validity
it is of the utmost consequence that any
such doubt should be removed, if necessary,
by special enactment." The manifest cure
for the existing state of things is legisla-
tion. It will not do to allow the question
of the validity of marriages entered into in
perfect good faith to rest upon the ancient
Common Law as interpreted by lawyers—
whether it is or is not identical with the
general Canon Law of Europe. The doubt
as to the validity of these marriages should
long since have been resolved, and we trust
that the present Session will not be suffered
to pass without obtaining at least a
Parliamentary sanction to marriages which
have been solemnised in Merchant ships at
sea, whatever view the Legislature may
take as to the propriety of legalising these
marriages for the future.

CHARTS AND CHRONOMETERS.

(Mitchell's Maritime Register.)

In October, 1875, the Board of Trade, in
consequence of having its attention drawn
to cases of shipwreck in which it was alleged
that the losses were attributable to the
inaccuracy or inefficiency of the charts at
the command of the Masters, issued a
circular inviting the opinions of those to
whom it was addressed, as to whether it
was not the duty of Shipowners to provide
their vessels with proper instruments of
Navigation for the voyage. The Board
mentioned that Masters were held in de-
fault in consequence of not being supplied
with copies of the latest corrected editions
of the charts, and further observed,—"It
seems, however, doubtful whether Mas-
ters should be called upon to provide vessels
with the most recent issues, and whether
this duty should not attach to the Owner."
It is said that the Board of Trade are taking
serious action in this question; but doubts
have been raised as to whether the execu-
tive authority of the Merchant Shipping
Acts possesses the right to interfere between
Shipowners and their servants, as the
Statutes do not apply expressly to such
articles. It may be urged that ships were
navigated before charts were invented, and
that a careful Master, by the free use of the
lead, might keep out of danger. This is
true to a certain extent, otherwise new
channels could not be surveyed and mapped.
It does not necessarily follow that because
a Master has not a good chart he is to lose
his ship. An untrustworthy chart, however,
is, or may be, worse than none at all, for
it may prove misleading. At a Marine
Court, lately held abroad, the primary cause
of the stranding of the ship was alleged to
be due to the Master having been guided
in his Navigation by an obsolete Admiralty
chart, and to his not having been supplied
with a book of Sailing Directions; and
"the Court, considering that the Master
was obliged to furnish himself with chrono-
meter, barometer, sextant, charts, Sailing
Directions, and everything necessary for
the Navigation of his vessel out of his
private resources, which, under very
favourable circumstances, might per-
haps reach 1500, a year, found themselves
unable in this instance to pass a heavier cen-
sure upon him than that he deservedly reprimand-
ed." Fifty years ago a chronometer was
quite a novelty on board Merchant ships,
and but few Masters could boast that they
could consult such an instrument. They
managed, however, to get across the sea
and into Ports with as much apparent safety
as they do now, for the greater reliance
placed on Nautical instruments and charts
the less the precaution taken to resort to
Sea-skip. It must be considered never-
theless, that the requirements of modern
Navigation necessitate the reference to
enlarged charts, for instead of standing off
a Port till daylight, or until boarded by a
Pilot, a Master must now steam or
sail on, and not sacrifice time by a want of
confidence in his exact position. The
public will have speed, and the quickest
vessels are the most patronised. Charts
and Sailing Directions should be furnished
by the Owner to every Commander of a
ship, or an allowance made to these Masters
who are called upon to find their own. The
frequent condemnation of Masters for
losing their ships through imperfect charts
is attracting the observation of Underwrit-
ers, and it is possible that the Courts of
Law may have to entertain a case in which
the plea of non-liability, in consequence
of the wreck of a vessel, will form the ground-
work of defence. At the recent Court of
Inquiry, held at Liverpool, respecting the
loss of the *Albatross*, in suspending the
Master's certificate for six months for
neglecting to take proper means for iden-
tifying the lights on the English and French
coasts, it was remarked that the ship had
been navigated by a chart published in
1860, and that there were no Sailing Direc-
tions for the Channel on board. The Court
suggested in their Report to the Board of
Trade the expediency of Shipowners being
compelled by Act of Parliament to supply
their Masters with the latest editions of the
charts and books they were likely to require
on the voyage. Several similar recom-
mendations have been made by Courts of
Inquiry during the past twenty-five years;
but no definite result has been arrived at.
It was the custom formerly for Masters to
agree for a salary—including all books,
and Navigation instruments. When that
form of agreement fell into disuse Masters
were generally expected to furnish them-
selves with what they deemed requisite out
of their wages, whether there was an agree-
ment to that effect or not. If a Master has
to pay for everything of this kind out of
his own earnings, he is likely to dispense
with articles of a costly description. For
instance, the Wreck Commissioner and the
Nautical Assessors pronounced the Owner
of the *Beverly* (a) to blame for sending that
ship to sea without a chronometer. The
Beverly was bound from Dunkirk to Bilbao,
and was stranded near the mouth of the
Adour. They had been, said the Second
Mate, taking on and off the land, and it
blew very hard. The last observation they
took was on the 17th of February, and the
vessel was lost on the 20th. There was a
patent-log on board, and that was their only
guide as to the ship's position from noon
on the 18th. If no observations could be
got from the 17th to the 20th, a chrono-
meter would not have helped them in keep-
ing out of danger; but unless the Master
or one of the Officers had a well-regulated
watch, the difference in time, by compari-
son, was not discoverable by the ordinary
and accepted method. The facts given
above tell their own tale. A chronometer,
the variations of which are not known, and
little service; and Sailing Directions that
tell of lights and beacons, that have been
altered since their publication must be
nearly worthless. They may help Masters
to reach Pilotage waters in the majority of
cases, and their local experience is brought
to complete the navigation of the ship.
When all is said it matters not whether a
counting chart is or is not kept. An

inspection of the charts of ships on leaving
the Ports of the United Kingdom, would
reveal a state of affairs with respect to those
maps which would show the importance of
attending more to them than is now done.
The point as to who should be liable for
any loss occurring through a ship being
wrecked owing to uncorrected charts will
be solved by a Superior Court be-
fore any definite opinion can be pronounced
upon it.

THE USE OF REVOLVERS.

"Victoria Cross" writes to the Editor of
the *Army and Navy Gazette*:—"Sir, I
entirely approve of your suggestion, a regu-
lation of the use of revolvers, so that officers
may not run out of ammunition on service, but I desire
to caution all officers against trusting to a
revolver which is either 'self-cocking,' or
requires to be cocked by the thumb. In the
Crimea I saved my life, on more than one
occasion, by the joint use of sword and
revolver, and I would therefore, venture to
give a few hints on the subject. Most men
treat their sword as of very little use, do not
draw it, and carry their revolver in their
right hand. When I expected a row, or was
given down to one of the assaults of the
Quarries or Redan (in all of which I was),
I left my scabbard in camp, wore my revolver
on the right side, and drew and used it with
my left hand. Thus I was able to parry
more than one bayonet thrust from the right
and to keep my revolver for the left. As
regards parrying a bayonet, necessity taught
me a dodge which I believe is new. I
brought my elbow down on the hip and gave
a wrench towards the right. To fire a
pistol with the left hand requires, of
course, a little practice but it is one of the
few things that you can with a little practice
do as well with the left as with the right.
But no revolver which is either self-cocking
or requires to be cocked by the thumb can,
in my judgment, be depended on to save your
life in a *melee*. In the first case it always
throws high and wide, and in the second
the exertion is too great. The only re-
volver that I could ever use, or would ever
think of going into action with, is a revolver
that in Crimean days used to be called
'Tranter's Patent.' It had two triggers one
below the other. With the middle-finger
you pulled the lower trigger, and this action
revolved the chambers and cocked the pistol.
When the lower trigger was so pulled you
got a good 'saw handle' grip, and then a
light touch of the fore-finger on the upper
trigger exploded it. I trust these hints may
be useful to younger hands."

CURIOSITIES OF THE TELEGRAPH.

We can imagine the astonishment of a
butler who received a telegram from his
master—a certain nobleman—asking him
to send at once "ten bob." Of course the
message had been wrongly transmitted,
"ten bob" having originally been "tin
box." This story, which happened not
many years ago, was told me by a gentle-
man who was in the telegraph service at
that time, and had to deal with the com-
plaint which was made about the matter.
The following also comes from the same
source:—At one of the gatherings held
periodically at Braemar, some years ago,
a certain Earl telegraphed to Edinburgh
for a "cooked hat" to be sent to him at
once. In transmitting the message, the
article mentioned as wanting was converted
into "cooked ham," which was actually
forwarded forthwith, greatly to the surprise
and indignation of the nobleman. Over
and over again jaded railway officials have
been caused fruitless searches after a mis-
sing "black boy" through this want of
power on the part of the telegraph to
discriminate between "y" and "x." The
stories current on this point are numerous,
but the best I have yet heard is the follow-
ing:—Some time ago, a station master
received a telegram from a lady, stating
that she had left at his station "two black
boys" in the waiting room, she believed,
and died it is possible that the Courts of
Law may have to entertain a case in which
the plea of non-liability, in consequence
of the wreck of a vessel, will form the ground-
work of defence. At the recent Court of
Inquiry, held at Liverpool, respecting the
loss of the *Albatross*, in suspending the
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A ROMANCE OF THE HAREM.

A lady writes from Constantinople to the
Cologne Gazette:—"It is a significant sign
of the times that people of to-night are
beginning to pay great attention to the
East, to the Throne, Reschid Effendi. While
apart homage is thus paid to the Sun
rising at no very distant time, they do not
altogether cease buying themselves with
the fate of Murad, who has set in gloomy
mental night. His transfer from Cheraghan
to Topkapou, that weird palace on the
summit of the Seraglio, in whose galleries
fallen nobilities were formerly strangled,
dispelled for a moment the unfortunate
man's apathy. He held fast to his seat
when he was to be taken away to Cheraghan,
and yielded only to force. His mother now
anxiously watches over him, and tastes all
the dishes prepared for him. His captivity
is shared by a person to whose romantic
history it would be difficult to find a parallel.
When Murad was still a Prince it was related
that he was having a young and handsome
Christian named Blanche educated quite as
a European with his physician's children, and
destined for his harem. This was thought
a caprice of the enlightened Oriental. Hard-
ly, however, had Murad succeeded to the
Throne than it was learnt that Blanche was
his daughter, a European being probably
her mother. During a few weeks of splen-
dour and luxury a father's lavish tenderness
could devise. Her two splendid rooms in
Dolmabahce had just been furnished at a
cost of 80,000, when Murad was deposed.
His family accompanied him first to Cheraghan
and now to Topkapou, and no member
of it can feel the sudden change more acutely
than the young girl whose range of ideas
and sensibilities must through her education,
have become much extended."

Dead Letters.

Brassey, Mrs. R. Y. S. Sunbeam, Point
de Galle.
Brown, Mrs. A. K., General Post Office,
Marcellus.
Brown, Captain, Ship *Wyle*, Boston,
U.S.A.
Carrall, Hugh, Camden, New Jersey,
U.S.A.

Chandler, T. H., New York City.
Cooper, Mrs. P. H., George's Island,
Florida.
Daniels, John, Seaman, Mare Island
Barracks, California.
Demetri, Alexander, Ohio, Turkey.
Doyle, S., 153, South Street, New York
City.
Fielder, Frederick, Knowle Hill, Cob-
ham, Surrey.
Garnett, Miss, British Consulate, Con-
stantinople.
Grant, Mrs. A., 23, Elham Street,
Bromley, London.
Grenet, Th., France.
Havildar, Pachomias, Ceylon.
Hazel, Mrs. R., Foughkeepsie, New
York.
Horwitz, Jacob, care of A. Friedmann,
Port Said.
Ivanoff, Mrs. Alexandra Timofeevna, St.
Petersburg.
Johnston, Scott, 7, Lincoln Street, Mid-
dleboro'.
Jones, Miss L., 475, West Washington
Street, Chicago.
King, G., Chief Office, St. Martins le
Grand, London.
Leydner, T., 442, Greenwich Street, San
Francisco.
Lindberg, P. G., 16, Langton Street,
San Francisco.
Loyons, Mrs. M., Post Office, San
Francisco.
Mayfield, Miss E., Shanghai.
O'Donnell, John P., Bridgeport, Conn.,
U.S.A.
Powell, Mrs. Carlton, Melbourne, Aus-
tralia.
Rodin, J. A., 79 Nassau Street, New
York.
Ross, Mrs. B., 626, Kirk Street, San
Francisco.
Quelch, Dr. B., 2, Bellevue Terrace,
Buckinghamshire.
Rasmussen, P., U.S.S. *Osney*, Navy
Department, U.S.A.
Riskey, Mercedes, Virginia City, Nevada,
U.S.A.
See, Lieutenant, K. A., Hongkong.
Sheramjee Nunegramjee, Nalgoo, In-
dia.
Taylor & Co., Fochow.
Winer, Mary, Station D., New York.
Woo Shun Fong, 802, North 38th
Street, West Philadelphia.

The above letters have been returned
from various places at which the addressees
cannot be found. If not claimed within
ten days they will be opened and returned
to the writers.—May 25.

Miscellaneous.

A PAINFUL scene appears, by the account
given of it in the *Stirling Journal*, to have
occurred on Sunday last week in a church
near Carlisle, in that county. The

NOTICE

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued daily instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the *China Mail*. The unusual success which has attended the *Chinese Mail* makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Mr CHUN ATIN,
Manager.

China Mail Office,
17th February, 1874.

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised April 1st, 1877.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter, may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

LOCAL AND TOWN POSTAGE.

	Letters.	Registration.	Books & Patterns.	Per 2oz.
Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction, per half ounce, two of the following places (through a British Office) viz.:—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship,.....	2	8	2	2
Between the above by Contract Mail,.....	4	8	2	2

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, India (including Ceylon, the Straits, and Aden), Egypt, Labuan, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French and Spanish Colonies.

Countries not in the Union are: The Australian Group, British North America, Africa (except French and Spanish Colonies), South and Central America, and the West Indies (except Jamaica, Trinidad, and British Guiana).

Postage to Union Countries.

United Kingdom and Union Countries served through London—	By air	By other routes.
Letters,.....	18	12
Registration,.....	8	8
Newspapers,.....	2	2
Books and Patterns,.....	4	4

Other Union Countries:—

Letters,.....	12	12
Registration,.....	2	2
Newspapers,.....	2	2
Books and Patterns,.....	4	4

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands:—

Letters,.....	28	22
Registration,.....	12	12
Newspapers,.....	6	4
Books and Patterns,.....	10	8

Canada, Vancouver's Island, Prince Edward's Island, New Brunswick, Newfoundland, Nova Scotia, Honolulu (N.R.), and Hawaii (N.R.):—

Letters,.....	20	18
Registration,.....	12	12
Newspapers,.....	6	4
Books and Patterns,.....	10	8

W. Indies, Buenos Ayres, Costa Rica, Colombia (U.S.), Guatemala, Grey Town, Hayti, La Guayra, Mexico, Monte Video, New Granada, Panama, Paraguay, Uruguay, and Venezuela:—

Letters,.....	38	34
Newspapers,.....	8	6
Books and Patterns,.....	10	8
Registration,.....	12	12

to Honduras, & British West Indies,.....

Letters,.....	50	46
Newspapers,.....	8	6
Books and Patterns,.....	12	10
Registration,.....	None.	None.

Brazil:—

Letters,.....	32	28
Registration,.....	8	8
Newspapers,.....	6	4
Books and Patterns,.....	10	8

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—
1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet or sheets unstitched.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected. A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c. be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c. must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 3. If this rule be infringed, the entire packet is charged as a letter.

A book packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorised to cut the string in such cases, although if they do so they must again tie up the packet.

No book packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book packets may be kept back till the next despatch or delivery.

The limit of size for a book packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth. Exceptions.—No packet for Algeria, Azores, Cape de Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Patterns and Sample Pools to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise.

Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind,—but such articles only,—may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, and its possessions, Belgium, Denmark, Greece, Portugal and its possessions, and Switzerland, 12 bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles. Samples of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of either down, raw or thread silk, woolen or goat's hair thread, vanilla, saffron, carmine, or isinglass, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz.: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, articles of various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone, viz.: the Azores, Belgium, Cape de Verde Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verde Islands, France, Madeira, Portugal, or by French Packet, to Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet in any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.10 A.M. to 11.30 A.M. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

REVISED TARIFF OF CHARGES ON CORRESPONDENCE FORWARDED BY THE POST OFFICE TO CANADA, THE WEST INDIES, SOUTH AMERICA, &c.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps, and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on Correspondence thus sent:—

Letters, per half ounce.	Hongkong U.S. Stamp (18 cents).	Per 2oz.
Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence,.....	12	8
Aspinwall, Bermuda, Cuba, Fiji, Greenland, Jamaica, Panama,.....	12	8
Hawaii, Newfoundland,.....	12	8
Guatemala, Marquesas Is., Mexico, Salvador, Tahiti,.....	12	10
Belize, Bogota, Carthagena, Costa Rica, Curacao, Georgetown, Guiana, Hamilton, Montserrat, New Granada, Nicaragua, Santa Martha, Trinidad,.....	12	10
West Indies,.....	12	18
Haiti, Chili, Ecuador, Peru,.....	12	17
Brazil,.....	12	21
Argentine Confederation, Buenos Ayres, Paraguay, Uruguay,.....	12	27

Circulars &c., for Canada, per 100,.....
Newspapers for all other places (not over 4 oz) each Paper,.....
Books, &c., for all other places, per 4 oz,.....
Any articles found enclosed in Newspapers or Book Packets (as silk stockings, jewellery, &c.) will be detained and sold.

Arrangements have been made to sell American Stamps at this Office, for the

convenience of those who may wish to post by the Pacific Route to Canada, the West Indies, and other places named below. For the present no large quantities of these Stamps can be supplied, nor is it undertaken that every denomination can be kept in hand.

Miscellaneous Notices.

Unpaid Letters are not received for the Indian Mail Packets.

The Pre-payment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Soldiers' and Sailors' Letters.

Private in H.M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Marseilles by French Packet, or via Southampton by British Packet, for one penny; or via Brindisi by British Packet for three-pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—
1. Not to exceed half an ounce. No double letters are allowed.

2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

* But not Warrant Officers, viz., Assistant Engineer, Gunner, Boatman, or Carpenter.

Communication with Batavia.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the *Putabaya* P. & O. Mail from Europe.

The French Packet for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—

In the S.W. Monsoon.

The English Mail.

The French Mail.

In the N.E. Monsoon.

A Private Steamer a few days before the English Mail.

The French Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-shipment, or mis-direction of any letter, book, or other postal packet (even if the packet be registered); nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorised to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain gold, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged as such, in addition to the ordinary postage; and any such letter which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article

of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 2 lbs. Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails, or offensive or injurious to persons dealing with them.

PATTERNS.—The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Charterers and Agents of sailing ships for Manila, Saigon, Bangkok and Singapore are requested to give notice to this Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

Correspondence for New Zealand may be forwarded via Torres Straits when specially directed for that route, otherwise it will be sent by way of Gall.

Money Order Regulations.

1.—Money Orders on the United Kingdom are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.	Up to £2,.....	18 cents.
" £2,.....	36 "	
" £4,.....	54 "	
" £6,.....	72 "	
" £8,.....	90 "	
" £10,.....	108 "	
Local Money Orders.	Up to \$25,.....	15 cents.
" 50,.....	30 "	

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee, having signed it in the proper place, An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No order can be paid until the advice relative to it has been received.

* Made out on a printed form which is supplied gratis.
+ Orders on Shanghai are drawn at 2 per cent premium in all cases.

POST OFFICE NOTICE.

Unclaimed Correspondence, May 26, 1877.

Let. Page.	Let. Page.
Abbott, Miss	Mansfield, R. W. 2
Adams	Marlin, Roger 1
Achun	McDonald, Jas. 1
Armand Single-	engineer 1
ton & Co.,	Mokay, G. S. 1
Assis, Edward del	Mokibora, Joseph 1
	Mellish, Edward 2
Beattie, Robert	1 Mellish, L. F. 1
Benary, F. H.	1 Member, Chas. E.
Bennett, Mrs.	Middleton, J. T. 1
Beising, Mrs. S. E.	Monkman, J. W. 1
Bisset, Chas. H.	
Blackmore, G.	
	Nathan, Mrs 2
Calderott, Andrew	Irene B. 1
Cegond, Mons. J.	Nelson, Geo. Kerr 1
Chubbuffo, Sime J. regd.	Nicople, Mr 1
Chun, Tak C. O.	1 Nicople, A.
Cookburn, Col.	Olga, Miss 1
	1 Orenstern, M. 1
	Oxley, H. 1
Davies, J. E.	
Davis, Quintina	Palmer, J. A. 1
Davis, Thos.	Panopolio, J. H. 2 regd.
Davur Pestion,	Parker, E. 1
Joe Franjoe	Perks, Mrs 1
Dawson, F.	Arthur J.
Day, Geo.	Phillips, Geo 1
Debatas, Mons. D.	Playfay, G. M. H. 2
Dies, Ignacio	Pollard, Mr 1
Dimond, E. H.	Pollock, Mrs 1
Drummond, R.	Chas. 1
Drysdale, T. M.	1 Foret, Dr Benito 1
Easton, Harry	Redmond, D. S. 1
Everett, E. C.	Rice, Mrs Moses 2
	Richards, Wm. E. 1
Farnham & Co.,	1 Richmond, Miss 1
S. C.	1 Robertson, John 1
Farquharson,	Rachwald, Leo-
Thos.	pold 1
Fletcher, Angus	1 regd.Scott, John 1
Forrest, Thomas	Sec. Lientenant 1
	Swanling 1
Gallary, R. J.	Salvage 1
Gardner, F. F.	Shank Haje 1 regd.
Garwood, Mrs	Snowfield,
G. M.	Wm. H. 1
Gillingim, Mma.	Stevenson, A. 1
Hermine	St. John, Miss 8
Gordon, G.	
Grad, L.	1 regd.Taylor, R. 8
Graham, Capt.	Taylor, Wm. H. 1
G. F.	Tong Chie & Co. 1
Graham, Mrs	Thomson, Cap- 1
G. E. H.	tain P.
Green, W.	Tai Chung Lang 1
	Tester, David 1
Hitchcock, F. A.	2 Turner, Cecil 1
Hutchinson, F. C. 1	Vesay, Miss 1
Jackson, R.	M. E. A. 1
Jameson, A.	1 Verner, Mrs M. 1
Jenahan, Capt.	
C. C.	
Kemaley, Thos.	1 Wade, Mrs 1 par
Khinry, M.	Walker, E. R. 1
Kofler, Paul	Wedderburn,
Law, Thos.	Sir David 1
Lee Young	Welms, T. H. 1
Love, S. B.	1 Wilkinson, W. 1 regd.
	Wingfield, H.
	2 Winne, Mr 1
Macandrew, J. F. 1	Wolkida, W.
Macfarlan, J.	1 Wolton, Joseph 1
Meckey, J. 1	Woodall, Edward 1
Macpherson,	
Gordon	Xavier, Ismail V. 1
	1 Young, Mrs A. 1

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Benarty	5 h	Potter	Brit. str.	1120	May 16	Gibb, Livingston & Co.	Abdeen Dock	
Cyphron	5 h	Wood	Brit. str.	1270	May 24	Gibb, Livingston & Co.		
Danube	3 h	Clanchy	Brit. str.	661	May 21	Yuen Fat Hong	Bangkok	
Duna	3 h	Steele	Brit. str.	852	May 23	Gilman & Co.		
Elgin	5 c	Miller	Brit. str.	900	May 25	Jardine, Matheson & Co.	Yokohama	
Flintshire	4 c	Thomas	Brit. str.	1243	May 21	A. McG. Heaton	Saigon	To-day
Fuyow	4 c	Orrod	Chl. str.	920	May 25	C. M. S. N. Co.	Shanghai	To-day
Gladhill	4 c	Ranton	Brit. str.	1240	May 21	Jardine, Matheson & Co.		
Meikong	5 c	Foache	Fch. str.	1910	May 22	Messageries Maritimes	Marseilles, &c.	To-day
Montgomeryshire	4 c	Sturrock	Brit. str.	1146	May 21	H. Kier & Co.	Saigon	To-day
Namoa	5 h	Punchard	Brit. str.	862	May 19	Douglas Laprak & Co.	Coast Ports	To-day
Ocean	3 h	Jacques	Brit. str.	971	May 18	Jardine, Matheson & Co.	Foohow	K'long Dock
Oceanic	3 h	Parvell	Brit. str.	3707	May 18	O. & S. S. Co.	Phama & San Folsco	Mails
Tamals	5 c	Reynier	Fch. str.	1735	May 22	Messageries Maritimes	Yokohama	
Yesso	5 h	Ashton	Brit. str.	659	May 26	Douglas Laprak & Co.	Coast Ports	
Yotung	2 h		Brit. str.	324	June 9	Kwok Achseong		Repairing
Sailing Vessels								
Adela	4 c	Beattie	Brit. bge.	354	May 8	Edvard Schellhaas & Co.	New York	
Albert Russell	8 c	Carver	Amer. bge.	762	April 13	Vogel, Hagedorn & Co.	Touron	To-day
Alphington	8 c	Cunningham	Brit. bge.	1270	May 10	Wielor & Co.	Foohow	
Anna	4 c	Jessen	Ger. bge.	427	May 17	Wm. Pustau & Co.		
Augusta	4 c	Thomson	Brit. bge.	210	May 17	Meyer & Co.		
Canaan	8 c	Manson	Brit. sh.	840	May 21	Order		
Capilla	1 c	Andersen	Swed. bge.	307	May 25	Order		
Carriels	1 c	Carv	Brit. bge.	916	May 10	Meyer & Co.		
Carna	4 c	Thomson	Ger. bge.	689	May 21	Wm. Pustau & Co.		
Cares	4 c	Specht	Ger. bge.	420	May 6	Wm. Pustau & Co.		
Chamron Kamrye	2 h	Miller	Slam. bge.	430	May 25	Kin-tye-long		
Cheng Soon	2 h	Cheng Sang	Slam. sh.	200	April 30	Chinese		
Chinaman	4 c	McKenzie	Brit. bge.	690	May 21	Douglas Laprak & Co.		
E. von Beaulieu	4 c	Schneider	Ger. bge.	335	May 20	Edvard Schellhaas & Co.		
Ellen Rickmers	4 c	Weydemann	Ger. bge.	307	April 28	Melchers & Co.	New York	
Fifeshire	8 c	Ness	Brit. sh.	750	May 24	Order		
Fleetwing	8 c	Guest	Amer. sh.	829	May 7	Vogel, Hagedorn & Co.		
Gaston Auger	8 c	Gaillard	Fr. 3m. sh.	301	May 22	Adamson, Bell & Co.	Foohow	
Glanis	7 c	Key	Brit. bge.	1150	May 21	Vogel, Hagedorn & Co.		
Gryle	8 c	Roberts	Brit. sh.	1068	May 24	Douglas Laprak & Co.		
Hannah & Mary	8 c	Smith	Brit. bge.	366	May 8	Arnhold, Karberg & Co.	London	
Hannah Law	8 c	Greig	Brit. sh.	1299	April 28	P. & O. S. N. Co.	Melbourne & Sydney	K'long Dock
Helena	8 c	Snow	Amer. bge.	603	May 24	Arnhold, Karberg & Co.		
Hicronymus	4 c	Biehl	Ger. bge.	426	May 24	Wm. Pustau & Co.		
Highlander	5 h	Hutchinson	Amer. sh.	1352	May 18	Vogel, Hagedorn & Co.	New York	
Hongkong	8 c	Oom	Ger. 3m. sh.	208	May 20	Arnhold, Karberg & Co.		
Hope	3 c	Boulton	Brit. bge.	454	May 25	Douglas Laprak & Co.		
Hydra	4 c	Dest	Ger. bge.	785	May 25	Douglas Laprak & Co.	Callao	
Irazu	4 c	Pearce	Brit. bge.	327	May 25	Douglas Laprak & Co.		
Iris	4 c	Ruter	Ger. bge.	506	May 18	Arnhold, Karberg & Co.		
Jacatra	4 c	Dirksen	Dut. bg.	337	May 25	Russell & Co.		
Japan	4 c	Walter	Ger. 3m. sh.	270	May 25	Siemssen & Co.		
Lalla Rookh	8 c	Hender	Brit. bge.	1809	April 24	Meyer & Co.	London	Wanchai Pier
Leicester	8 c	Caddy	Brit. sh.	398	April 12	Meyer & Co.		
Leucadia	8 c	Mearns	Brit. sh.	330	May 28	Siemssen & Co.	London	Wanchai Pier
Livingstone	4 c	Masek	Ger. bge.	45	Ang. 18	Insurance Co.		
Lotterer	8 c	Youngson	Amer. sh.	378	May 19	Order		
Lydia	4 c	Stanton	Brit. sh.	970	May 11	Vogel, Hagedorn & Co.	San Francisco	
Madura	4 c	Gerstenberg	Brit. bge.	447	May 24	Order		
Michelle Selchau	8 c	Sewer	Brit. sh.	1060	April 25	Vogel, Hagedorn & Co.	New York	
New Era	4 c	Olliver	Brit. bge.	375	May 17	Rozario & Co.	Melbourne & Sydney	
Novely	8 c	Garlock	Brit. sh.	799	April 7	Wm. Pustau & Co.	London	Cleared
Orward	4 c	Morton	Brit. sh.	210	May 11	Wielor & Co.	Newchwang	Cleared
Prato	4 c	Laidman	Brit. bge.	384	May 17	Master		
Rhode	4 c	Vincent	Brit. bge.	252	May 24	Chinese		
Rosa Botcher	8 c	Schultz	Ger. bge.	898	May 21	Wm. Pustau & Co.		
Rosina	8 c	Hausen	Am. 3m. sh.	406	Feb. 28	Arnhold, Karberg & Co.		
Rottendam	3 c	Dik	Dut. bge.	760	May 25	Melchers & Co.		
San Lorenzo	4 c	Madarsaga	Span. bg.	220	May 23	Remedios & Co.		
Stracathro	8 c	Millar	Brit. bge.	1159	May 18	Vogel, Hagedorn & Co.		
Tewksbury L. Sweet	8 c	Griffin	Amer. bge.	660	May 7	Meyer & Co.	New York	
Thomas Lord	3 c	Hall	Amer. sh.	1816	April 13	Vogel, Hagedorn & Co.	Haiphong	Jardine's Slip
Tullochgorum	8 c	Mason	Brit. 3m. sh.	175	April 20	Wielor & Co.		
Victory	4 c	Whiting	Brit. bge.	265	May 21	Chinese		
Villa de Rivadavia	4 c	Carmus	Span. bg.	261	April 28	Brandao & Co.	Manila	Cleared
W. H. Deitz	8 c	Endicott	Amer. bge.	487	April 19	Russell & Co.	San Francisco	
WEAMPOA								
Christian		Stein	Ger. 3m. sh.	282	May 8	Edvard Schellhaas & Co.	Tientsin	
Emma		Gran	Ger. bge.	340	May 21	Wm. Pustau & Co.	Cape St. James	
Vesta		Dicks	Ger. bge.	302	May 8	Melchers & Co.	Tientsin	
CANTON								
Bombay		Smith	Brit. str.	749	May 9	P. & O. S. N. Co.		
China		Ackermann	Ger. str.	648	May 28	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ashuelot	5 c	American	corvette	1037	6	700	May 18	Geo. H. Perkins
Charabdis	6 c	British	corvette	1606	17	400	April 5	T. E. Smith
Curlow	6 h	British	gun vessel	774	3	160	May 4	E. J. Church
Hart	6 h	British	gun vessel	465	4	120	May 6	H. N. Hood
Juno	Ab. D.	British	corvette	1462	8	400	May 15	A. E. Boldero
Magpie	6 h	British	gun vessel	774	3	160	May 2	Charles Vernon Anson
Mecanee	6 c	British	military hospital	2400	...	...	...	...
Modeste	6 c	British	corvette	1405	14	350	April 13	Alex. Buller, C.B.
Patino	K. D.	Spanish	transport	1200	...	...	Feb. 23	Rapello
Tojo	6 c	Portug.	gun vessel	444	2	100	Jan. 8	F. Amaral
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	...	...	Commodore Watson

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'poo Dock Co.
Pei Wan	...	...	...
Ichang	700	Martin	Butterfield and Swire
Kin Shan	467	Cary	H. & C. & M. S.-boat Co.
Kiu Kiang	617	Benning, T.	H. & C. & M. S.-boat Co.
Lutin	69	...	...
Powan	1890	Lefevre	H. & C. & M. S.-boat Co.
Shada	37	...	...
Shir J. Jeejeebhoy	101	Hawkins	Kwok Achseong
Spark	140	Hoyland	H. & C. & M. S.-boat Co.
White Cloud	280	Benning, A.	H. & C. & M. S.-boat Co.
Yoteal	180	Browne	Kwok Achseong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	431	7	...	J. Goddell
Chen-jui	28	1	...	E. F. Collins
Ching-po	180	...	...	Wan Lum Wan
Ching-sing	...	...	...	E. Choy
Chun-hai	280	6	...	...
Peng-chou-hai	600	5	400	A. Fry
Quong-on	180	3	60	Li Ping Tye
Shen-chi	150	5	...	H. Wade
Sui-tai	...	...	...	Stewart
Tching-tai	150	6	60	Bessard
Tien-po	150	6	...	C. De Longueville
Wing-po	600	8	150	Lam Man Wo

FOOCHOW SHIPPING IN PORT.

Name.	Destination.
Meura Castle	for London
Glensart	for London
Lady Bowen	for Shanghai
Namoa	for Hongkong
Olympia	for Hongkong
Wm. Manson	British barque

SHIPPING IN SHANGHAI HARBOUR.

Name.	Destination.
Aias	British
Applis	British
ATA	French

MERCHANT STEAMERS.

Name.	Destination.
*China	Chinese
Chin-ss	Chinese
Fu-yu-ta	Chinese
Glan-dal	British
Gwallor	British
H. O. Orsted	Danish
Hakwang	Chinese
Hoching	Chinese
Honan	Chinese
Howsang	Chinese
Kiang-kuai	Chinese
Kiang-was	Chinese
*Meikong	Chinese
Nanking	French
*Shan-lee	Chinese
*Shan-lee	Chinese

MERCHANT STEAMERS.

Name.	Destination.
Peking	British
Tai-yet-fung	Chinese
Tai-yet-fung	American
Cape Flora	German barque
Cutty Bark	British ship
Cynstura	British barque
Kenta Bank	British ship
Union	British barque
*Shan-lee	Chinese
*Shan-lee	Chinese
*Shan-lee	Chinese

HONGKONG MARKET PRICES.

Corrected to Saturday, May 26, 1877.

At 1110 Cash per Dollar Mexican.

Prices Highest Lowest Cash Cash

Butcher Meat.

Bacon, English, lb. 450 400

" Ame. Sugar cured, 300 250

" Foohow, 160 140

Beef, shoin and prime cut, cy. 180 150

Beef Corned, catty 150 140

" Roast, 150 140

" Soup, 100 90

" Steak, 160 150

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" Head, 320 300

" Heart, 600 500

" Hump, Salt, 150 140

" Feet, 110 100

" Kidneys, 50 40

" Tail, 60 50

" Liver, 100 90

" Tripe (undressed), catty 80 60

Calves' Head and Feet, set 500 400

Hams, American, lb. 300 280

" Chinese, 180 170

" English, 360 340

Mutton Chop, 190 180

" Leg, 190 180

" Shoulder, 140 130

" Liver, 180 120

Pigs' Chitlings, catty 60 50

" Feet, 100 90

" Fry, 110 100

" Head, 90 80

" Heart, 60 50

" Kidneys, 80 70

Sucking Pigs, 1750 1000

Veal, 140 120

Poultry.

Capons, catty 250 220

Ducks, 120 110

Eggs, Hen, doz. 100

" Duck, 100

" Salt, 120

Fowls, catty 180 160

Geese, 120 110

Partridges, each 350 300

Pheasants, Canton, live, pair \$1.50

Pigeons, each 150 140

Quail, 130

Rabbits, 800 600

Teal, 350 300

Turkeys, Cook, catty 800 700

" Hen, 500 450

Fish.

Bombay Ducks, new per hundred 350 300

Bream, catty 80 70

Carp, 80 70